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C. SHIOZAWA, Proprietor.

Y. SOGA, Editor.

Telephone Main 97.

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WATERFRONT NEWS



THE Globe Navigation Company's steamer Eureka, which arrived here late on Wednesday night, made the trip from Seattle in fourteen days. Her commander is Captain Marion Chilcott. The Eureka, which got away from Seattle on Christmas day, has a cargo of 2,400 tons of general merchandise, 1,500 barrels of lime, 150,000 feet of lumber, and a large quantity of shingles. Fair weather was met with coming down, with a heavy swell from the south, which caused the vessel to roll considerably. The Eureka, which is far from being a beautiful boat, is one of the Lake steamer type. The smokestack is at the extreme end of the boat, and the pilot house, cabin and bridge are almost on top of her bows. The vessel has two topmasts, one in front of the smokestack, and the other behind the pilot house. The present is Captain Weedon's first experience as captain of a steamer. The Eureka will go to Kahului from here, and after discharging her line and about 200 tons of freight, will return to Seattle. She is docked at Brewer's wharf. The vessel was expected here a day or so before she arrived. The delay was caused by her having to put back to Port Angeles and lie there for a day on account of heavy weather. Two stowaways were found on board the Eureka, both of whom signed ship's papers at sea. The chief engineer of the Eureka is P. H. Herlihy, and the chief officer, J. O'Connor.

That Collision.
Captain Searle of the steamer J. A. Cummings and Captain Moki of the gasoline schooner Malolo have turned in the reports of their late merry meeting. The reports will be forwarded to the Treasury Department by the Hongkong Maru on Saturday. Captain Moki has no license from the United States inspectors of hulls and boilers, but it is exceedingly probable that the navigation laws do not require that he have such license. The license regulations provide that captains and mates of all vessels and barges under 100 tons, carrying passengers for hire, must have a license. This should not affect the Malolo for she does not carry passengers. The owner of the Malolo, Mr. H. Macfarlane, contends that there is another law which provides that captains of power vessels under 25 tons are not required to be licensed. The Malolo is only 24 tons, and her small size, therefore, lets her out as far as a license is concerned. Mr. Macfarlane says that when the Federal inspectors were here last year, they informed him that Moki could run the schooner. The matter will probably be brought to the attention of the inspectors the latter part of this month.

Busy Outlook.
Today looks like being a very busy one in shipping circles. No less than four big steamers may arrive. This will be in marked contrast to yesterday, when not a single arrival was recorded. The U. S. A. transport Sheridan, which was billed to leave San Francisco on the 1st, should be the first of the quartette to put in an appearance. The Alameda, from San Francisco, should follow her. The America Maru, from the Coast, should get in tonight, as should her sister ship, the Hongkong Maru, from Yokohama. The boats from San Francisco, exclusive of the Sheridan, will bring mail and seven days' later news. Quite a number of sailing vessels are expected to get away today and tomorrow for San Francisco and Sound ports. The bark Albert and Archer and the barkentine S. G. Wilder will leave for San Francisco; and the barkentine Kikikat, the bark James Johnson, and the schooner Bendixon, for Sound ports.

Launch Schedule.
The government tug Iroquois is now anchored out in the stream and the naval launch makes regular trips to and from the boat landing. The time schedule of the hours of departure from the boat landing is as follows: 5:30 a. m., 8:15 a. m., 9 a. m., 10:30 a. m., 11:45 a. m., 1 p. m., 2:30 p. m., 4 p. m., 5:30 p. m., 7 p. m., 9 p. m., and 11 p. m.

The high wind and heavy swell in the harbor is interfering considerably with the shifting of the Myrtle boat house.

SHIPPING NOTES.

The steamer Ke Au Hou was fumigated yesterday.

The barkentine S. G. Wilder has not yet got away for the Coast; she is short of a full cargo.

The steamer Mokoli was moved to the Oceanic wharf yesterday. She will take the Cummins' run.

The steamer Mauna Loa will not go into commission again for a week. The W. G. Hall will take her Maui and Hawaii run today.

It is said that on account of the increase of business in the naval station, Captain Merry will be given an assistant by the Naval Department.

Sailors are scarce around the waterfront just now, and the departure of some of the vessels of the sailing fleet may be delayed on this account.

Dan Lyons has been promoted from purser of the Ke Au Hou to a similar capacity on the Iwalani. Willie Hapai is now purser of the Ke Au Hou.

Yesterday a native stevedore, while working on the Eureka, was struck by a sling of flour and knocked overboard. He got wet, but was otherwise unhurt.

The steamer Iwalani will take in the island of Niha on her present run. She goes to Waimea also, with freight and took passengers and mail only for Eleale and Koloa.

The steamer Maui will sail at noon tomorrow for Hawaii ports. She will take a load of lumber with her to repair the damage done the bridges on Hawaii during the recent washout.

This morning Cotton Bros. will start driving piles in the rear of the Healan boat house for the construction of a coffer dam which will be used in building the retaining wall at that place to contain the filling which will be done by the dredger when it commences operations.

Steamer Movements.

ARRIVE.

America Maru—S. F.	Jan. 11
Alameda—S. F.	Jan. 11
Hongkong Maru—Yokohama	Jan. 11
Moana—Colonies	Jan. 15
City of Peking—S. F.	Jan. 18
Aorangi—Victoria	Jan. 18
China—Yokohama	Jan. 20
Sierra—Colonies	Jan. 21
Ventura—S. F.	Jan. 22
Gaelic—S. F.	Jan. 23
Doric—Yokohama	Jan. 31
Alameda—S. F.	Feb. 1
Hongkong Maru—S. F.	Feb. 6
Nippon Maru—Yokohama	Feb. 8
Sonoma—Colonies	Feb. 11
Sierra—San Francisco	Feb. 12
Mowera—Colonies	Feb. 12
China—S. F.	Feb. 14
Moana—Victoria	Feb. 15
Peru—Yokohama	Feb. 15
Doric—S. F.	Feb. 22
Alameda—S. F.	Feb. 22
Coptic—Yokohama	Feb. 25
America Maru—Yokohama	March 4
Ventura—Colonies	March 4
Nippon Maru—S. F.	March 4
Sonoma—S. F.	March 5
Peru—S. F.	March 12
City of Peking—Yokohama	March 12
Aorangi—Colonies	March 12
Alameda—S. F.	March 15
China—S. F.	March 15
Moana—Victoria	March 15
Coptic—S. F.	March 20
Gaelic—Yokohama	March 22
Sierra—Colonies	March 25
Ventura—S. F.	March 25
America Maru—S. F.	March 28
Hongkong Maru—Yokohama	March 29

DEPART.

America Maru—Yokohama	Jan. 11
Hongkong Maru—S. F.	Jan. 11
Alameda—S. F.	Jan. 15
Moana—Victoria	Jan. 15
City of Peking—Yokohama	Jan. 18
Aorangi—Colonies	Jan. 18
China—S. F.	Jan. 20
Sierra—S. F.	Jan. 21
Ventura—S. F.	Jan. 22
Gaelic—Yokohama	Jan. 23
Doric—S. F.	Jan. 31
Alameda—S. F.	Feb. 1
Hongkong Maru—Yokohama	Feb. 6
Nippon Maru—S. F.	Feb. 8
Sonoma—S. F.	Feb. 11
Sierra—Colonies	Feb. 12
Mowera—Victoria	Feb. 12
China—Yokohama	Feb. 14
Moana—Colonies	Feb. 15
Peru—S. F.	Feb. 15
Doric—Yokohama	Feb. 22
Coptic—S. F.	Feb. 25
Alameda—S. F.	Feb. 25
America Maru—S. F.	March 4
Ventura—S. F.	March 4
Nippon Maru—Yokohama	March 4
Sonoma—Colonies	March 5
Peru—Yokohama	March 12
City of Peking—S. F.	March 12
Aorangi—Victoria	March 12
Mowera—Colonies	March 12
Alameda—S. F.	March 15
China—Yokohama	March 15
Moana—S. F.	March 15
Coptic—S. F.	March 20
Gaelic—S. F.	March 22
Sierra—S. F.	March 25
Ventura—Colonies	March 25
America Maru—Yokohama	March 28
Hongkong Maru—S. F.	March 29

The postage to the States or Canada on the New Years edition of the Advertiser is 4 cents.

VESSELS IN PORT.

ARMY AND NAVY.

U. S. S. Iroquois, Rodman.

MERCHANTMEN.

(This list does not include coasters.)

A. B. Johnson, Am. schr., Segelhorst, Gray's Harbor, December 26.

Albert, Am. bk., Griffiths, San Francisco, December 21.

Alice Cooke, Am. schr., Penhallow, Port Gamble, November 24.

Alden Besse, Am. bk., Keissel, San Francisco, December 27.

Aloha, Am. schr., Fry, San Francisco, January 6.

Amelia, Am. bk., Willer, Eureka, January 2.

Andrew Welch, Am. bk., Drew, San Francisco, January 4.

Archer, Am. bk., Hardwicke, San Francisco, November 17.

Benjamin Sewall, Am. sp., Halstead, Port Townsend, December 28.

Bertie Minor, Am. schr., Raven, Eureka, January 8.

C. D. Bryant, Am. bk., Colly, San Francisco, December 30.

Charles-E. Moody, Am. sp., Rasmussen, Tacoma, December 26.

Florence, Am. sp., Spicer, Tacoma, January 1.

George C. Perkins, Am. bk., Jensen, Eureka, January 2.

George Curtis, Am. sp., Calhoun, San Francisco, December 26.

Gerard C. Tobey, Am. bk., Gove, San Francisco, December 20.

G. W. Watson, Am. schr., Cass, Astoria, January 3.

Hesper, Am. bk., Sorenson, Victoria, December 31.

Honolulu, Am. schr., Olsen, Port Ludlow, December 26.

Jas. Johnson, Am. bk., Bennecke, Newcastle, December 11.

Joseph Russ, Am. schr., Peterson, Portland, December 31.

Kikikat, Am. bk., Cutler, Port Ludlow, December 24.

Langdale, Br. sp., Hunter, London, December 21.

Omega, Am. bk., Mackie, Newcastle, December 28.

Prince Louis, Nor. bk., Ellefsen, Newcastle, January 7.

Reuce, Am. sp., Whitman, Sydney, December 10.

Robert Lewers, Am. schr., Underwood, Port Gamble, December 29.

R. P. Rithet, Am. bk., McPhail, San Francisco, November 13.

S. D. Carleton, Am. sp., Amesbury, Tacoma, December 31.

S. N. Castle, Am. bk., Nelson, San Francisco, December 26.

S. G. Wilder, bk., Jackson, San Francisco, December 17.

She Took Water.

Yesterday morning the little schooner Malolo probably took water more quickly than she has ever done before. The Malolo was lying close to the Irmgard wharf and the freighter Eureka was docking between the Brewer and Irmgard wharves. The Eureka's pumps were discharging a big volume of water from her. The breeze was strong and caused the steamer to swing over close to the tiny schooner with the result that the stream of water was diverted to the deck of the Malolo, soon flooding it to a depth of four inches. The work of loading on board the Malolo was stopped and the crew hastily removed the cargo from the rush of salt water. It was not long before the water began to flow down into the cabin. Some one shut the door, however, and kept most of the water out. After a while the Eureka swung away and the deluge ceased. Later on in the day the Malolo sailed for Punalua, with a lot of freight. The damage sustained in the collision with the J. A. Cummins had all been repaired.

Must Unload.

The board of survey has ordered that a portion of the cargo of the bark Hesper be discharged. It is thought that the leaks are about the lumber ports, and perhaps in the region of the stern. The cargo, or that portion of it in the forward hold, will be discharged in order to bring the vessel out of water at the bow. By so doing the work of locating the leaks will be much facilitated. Another survey will be held today.

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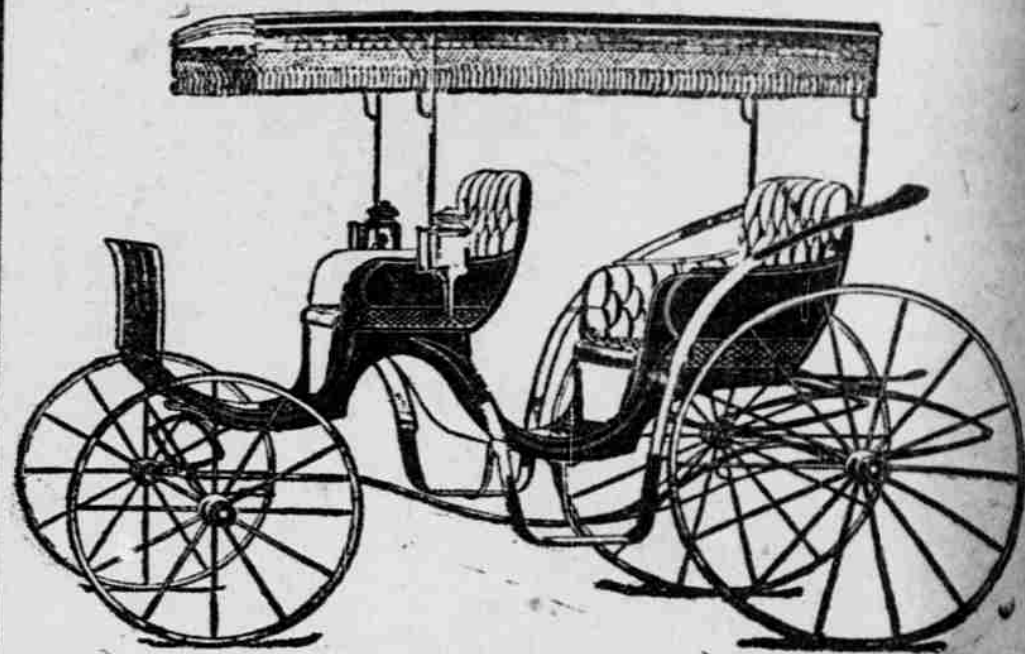
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